

January 2013  
Volume 3, Issue 1

# COMLCSRON ONE Newsletter



## Charging Forward: USS FREEDOM (LCS 1) Crews Undergoing Rigorous and Condensed Training Cycle

By: LT George Kunthara  
FREEDOM BLUE Navigator

As FREEDOM's over the horizon deployment to the Seventh Fleet Area of Responsibility draws nearer, both Blue and Gold Crews are continuing to gain practical experience during the unit level training (ULT) process with assistance from LCS Squadron ONE training teams and Afloat Training Group (ATG) Pacific. What used to be known as the Unit Level Training Readiness and Assessment (ULTRA) process may have a new name, but the rigorous requirements and crew expertise necessary for mission accomplishment remain the same, if not becoming more demanding in some areas. All warfare areas will be tested for both crews, meaning each crew will need to successfully complete a myriad of drills and evolutions testing inport/underway watch teams in the areas of antiterrorism/force protection, damage control, seamanship, navigation, combat systems, aviation operations, logistics, engineering, search and rescue, and medical.



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This arduous process for a current warship would normally be completed in a period of about five to six months, but due to demanding maintenance requirements and other scheduled pre-deployment preparations, FREEDOM is tasked with completing all warfare and mission areas in a matter of weeks. This seemingly herculean task is becoming increasingly more manageable by the solid groundwork that has been laid by the collaborative efforts of both crews, LCS Squadron ONE, and ATG to establish a base level of knowledge. Moreover, the thorough assessment and streamlining of all administration items and hands on assistance with on and off hull training visits have further prepared FREEDOM to undergo this process.

Although FREEDOM is the first LCS to undergo this process, the crews are continuing to prove the adaptability of the LCS Program to Surface Navy standards of training and readiness. Perhaps what comes across as most "loud and clear" is the resiliency and tenacity of the individual Sailors who crew this warship. Whatever material readiness inspections, crew certifications, quick reaction assessments, or latest flavor of test is brought before either crew, USS FREEDOM continues to make the road ahead a little less rockier for her sister ships as they commission and evolve into fully deployable platforms.

# AVIATION

**LCS AVIATION TEAM:**

LT STOCKWELL – AVIATION TRAINING OIC ([rebecca.stockwell@navy.mil](mailto:rebecca.stockwell@navy.mil))

LT COOK- AVIATION FACILITIES OFFICER ([henry.cook@navy.mil](mailto:henry.cook@navy.mil))

ABFC RAVENS-AVIATION TRAINING TEAM LEADER ([gary.ravens@navy.mil](mailto:gary.ravens@navy.mil))

ABHC WILLDIGG-P-AVIATION TRAINING TEAM LEADER ([lucas.willdigg@navy.mil](mailto:lucas.willdigg@navy.mil))

This quarter's newsletter begins with a hail and farewell. The last day for ABFC Ravens was December 21<sup>st</sup>. He has only been with us for a year but he has made so many improvements to the aviation program it seems as though he has been here longer. The number of certification events he has lead over the last year is triple the amount seen in the previous 3 years. Our fuels subject matter expert is leaving us to return to his roots in North Island.

On the bright side, we will be increasing our aviation team to a total of three personnel. LT Cook, a P-3 NFO, comes to us from TACRON TWELVE. He has already checked in as the Aviation Facilities Officer and has made great strides with the LCSRON Aviation Facilities Certification (AVCERT) instruction. ABHC Willdigg replaced ABFC Ravens as the Aviation Training Team Lead in December. He is coming to us from the CARL VINSON and has already been involved in our Aviation Certification (AIR CERT) events. Welcome aboard LT Cook and ABHC Willdigg!

Although not technically new additions, our team will include a couple of familiar names over the next few months. LT Belanger has already been the Aviation Training OIC for crew 102's AIR 1.3 and AIR 1.4a. He is looking forward to additional aviation time with crew 101 and 202 in the next few months. WE have also brought LT Poland back to the flight deck as the Aviation Training OIC for HELO DAY. He is seen here preparing for crew 102's HELO DAY and is looking forward to assessing the other crews as well. Thank you gentlemen!

As usual, we will start with the USS FREEDOM (LCS 1). This past quarter has been challenging but very educational. In September, FREEDOM conducted the first LCS post-PSA AVCERT. By creating an SOE that ensured the correct crew members were available for each part of the inspection and making expeditious corrections to identified discrepancies, crew 102 was able to get their certification in time for HELO DAY.

**Lessons Learned from this inspection:**

1. If the NAVAIR inspector identifies a discrepancy, he expects it to be fixed before granting a certification. Even if it seems minor, it is most likely a show-stopper. This is an inspection NAVAIR expects everything to be in perfect condition. A thorough pre-AVCERT walkthrough by the crew is essential!
2. There is no such thing as too many operational checks for the SGSI, lineup lights, drop down lights, hangar bay lights, etc. in preparation for AVCERT. We always find ourselves replacing light bulbs throughout the inspection so OP check frequently and have spares on hand.
3. The AVCERT guide is the Aviation Facilities Bulletin 1M. When the crew conducts a walk-through, they should use this as a guide with the understanding that even a minor deviation from the instruction requirements will be hit on inspection day.
4. If you see anyone attempting to paint the flight deck, ensure they are using correct paint! Enamel shall not be used on non-skid. If in doubt, get NAVAIR's approval prior to painting.
5. At the closing of each AVCERT inspection day forward a list with discrepancies and status to all stakeholders including NAVAIR. This is a great way for them to verify in writing that you are accounting for all discrepancies and ensure that there is no misunderstandings on the impact to certification.
6. Anything that could be related to firefighting, drainage or just does not belong purely to NAVAIR (hangar door, flight deck hatches) will require input from NAVSEA. NAVSEA owns the tech warrant holders and will ultimately decide the status of questionable equipment with NAVAIR's input. These discrepancies bring in numerous stake holders and take longer to remedy sometimes delaying certification by months!

Aviation Cont.

Following AVCERT, Crew 102 successfully performed their AIR CERT. They did an outstanding job on the drill assessment (AIR 1.4a) and HELO DAY (AIR 1.4b) while pioneering the SAR manning requirements for LCS. Thank you crew 102 for all your hard work during a very challenging schedule!

We would also like to welcome Crew 203 to the constant cycle of aviation training. They are not expecting their AIR CERT until next year but they have been aggressively pursuing the qualification of each member of the flight deck team. Crew 203 has taken advantage of every DLQ opportunity available since March 2012 and they are down to five personnel remaining. They did a great job on their first HELO Firefighting Evaluation in October and we look forward to showing them off to ATG!



Finally, I would like to address a requirement that all crews are required to meet despite unique challenges we face as LCS. During flight operations, the ship is required to have a SAR asset that can respond quickly in the event of a downed helicopter. During the day, the SAR boat must be prepped with the crew on immediate call. At night, the SAR boat must be prepped with the SAR crew immediately on station. The below table is directly from the NAVAIR 00-80T-122, page 4-30.

OPERATION	SHIP AT ANCHOR		SHIP UNDERWAY	
	DAY	NIGHT (1)	DAY	NIGHT (1)
Troop Lift (2)	Safety boat readied/crew on station. or SAR-equipped helicopter in Alert 5 or airborne. (5)	Safety boat readied/crew on station (in water).	Safety boat readied/crew on station. or Plane guard ship in position. or SAR-equipped helicopter in Alert 5 or airborne. (5)	Safety boat readied/crew on station. Plane guard ship in position.
Single Helicopter	Safety boat readied/crew on immediate call. (3)	Safety boat readied/crew on station.	Safety boat readied/crew on immediate call. (3)	Safety boat readied/crew on station.

## DAMAGE CONTROL

DCC(SW/ATS) Rector  
Damage Control Training Team  
Derek.rector@navy.mil

During Unit Level Training (ULT) the crew is put to the test in all mission areas over a very long period of time. For Damage Control, crews are to complete a series of drills to include an "A" fire, pipe patching, structural damage, toxic gas, rescue and assistance, and a major conflagration scenario. These drills are designed to test the crew's knowledge in damage control and to prove they are capable of handling these casualties if and when they happen.

### DC Questions:

1. What are the two sizes of steel shoring?
2. What is the rapid plotting symbol for Alpha fire engaged?
3. True or False, Fire boundary hoses have to be charged?
4. What is the P-100 rated at?
5. How many sides are there for a fire boundary?

Answers on next page.

# Engineering

GSMC (SW) Johnson  
Engineering Training Team  
Lawanna.johnson@navy.mil

## Preparing for Deployment

Preparing for deployment is arduous work for every warfare area. Engineering is difficult in that it involves more than just engineering personnel. Engineering affects the entire ship's maneuverability and operational missions. This article will highlight some of the reasons why preparing and passing engineering drills and evolutions becomes crucial leading up to a deployment.

**Material Assessment:** Like a car, the equipment in the engineering spaces must run at specified parameters. For instance, during Mobility Engineering (MOB-E) a Gas Turbine Engine must pass its Gas Turbine Module Inspection (GTMI) and Idle Checks. The GTMI is detailed in the ship's Engineering Operating Procedures (EOP) for the Gas Turbines. Some of the LCS ships will have the procedure in a separate Local Operating Procedure (LOP) to ensure all details are outlined. Prior to inspection, engineering personnel will go through the procedure to make certain all requirements are met. It will also help engineering personnel prepare for any questions that may arise during the Engineering Assessment Pacific (EAP) inspection. The inspectors will also want to see each Gas Turbine started to check parameters such as temperatures and pressures. The parameters should be looked at before the inspection to ensure optimal performance of the Gas Turbine Engines.

The Gas Turbine Engines are only a small portion of the equipment that has to be inspected during the Material Assessment. The other essential parts of a MOB-E inspection are evolutions and drills.

**Evolutions/Drills/MSFD:** Evolutions are day to day engineering duties that engineering personnel conduct such as obtaining a fuel oil sample and evaluating a fuel oil sample. The duties are routine, but each evolution has to have an operating procedure. Having an operating procedure holds everyone accountable for the evolution. Drills are not as routine as evolutions, but they can help prevent catastrophic damage to the engineering equipment, personnel, and the ships. Each drill can be found in the Engineering Operating Casualty Control procedures. The training and inspection criteria are verbatim compliance. Each drill has step by step actions that have to be done in sequential order. An example is a Major Fuel Oil Leak cascading into a Class "B" Fire. Like the material assessment, the evolution and drills are inspected by EAP.

The engineers onboard each ship have a wealth of knowledge in their specific rates and warfare areas. The Immediate Superior in Command (ISIC) is responsible to train the engineers to prevent casualties to their equipment and personnel. To prepare for inspection and deployment it takes a team effort between the ISIC and ship personnel. As the Littoral Combat Ship program continues to grow, the requirement for qualified engineers and trainers will remain a top priority to prepare each ship for their respective deployment missions.

## DC Answers:

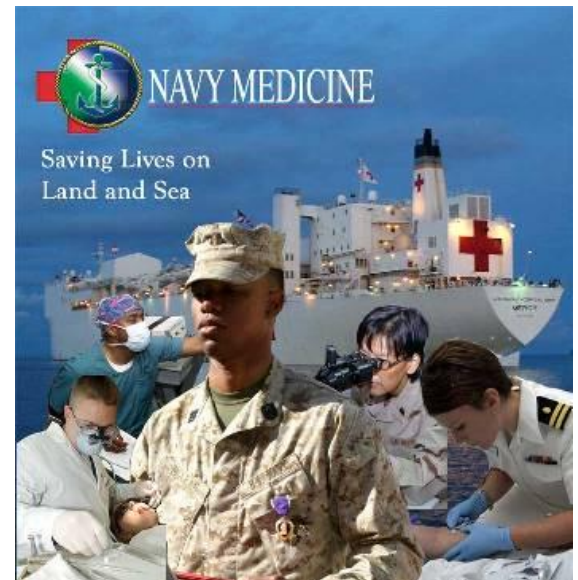
1. 3-5 and 6-11 feet
2. The letter A with a circle around it.
3. False boundary hoses do not have to be charged.
4. 100 gpm at 83psi
5. 6 sides, forward, aft, port stbd, vertical and below.

## A Message from Medical

HM1 Delaossa  
LCS Medical Department  
Vincent.delaossa@navy.mil

Keep pushing ahead on your Individual Medical Readiness (IMR) requirements. This can be found on [www.bol.navy.mil](http://www.bol.navy.mil) listed as IMR. If you are delinquent in an area visit your primary care facility and receive the shot, hearing test, or eye exam that you may need. PHAs, or Physical Health Assessments, are a walk-in type of appointment. Take your medical record with you to the dry side Branch Health Clinic and the personnel at the front desk will screen your record. Once you have completed all requirements you can then call 556-8101 for an appointment for part two of your PHA.

For Sailors who are transferring for Sea Duty you must complete a new Sea Duty screening. All screenings for Sea Duty are conducted at Naval Training Center(NTC), 2051 Cushing Road, San Diego, CA 92106. The phone number to schedule appointments is 619-524-0562/0229. To facilitate a smooth process you should have all of your IMR requirements completed prior to going.



## FORT WORTH Conducts Combat Systems Ship Qualifying Tests

LT Jared Rodriguez  
FORT WORTH MLO  
Jared.rodriquez@navy.mil

USS FORT WORTH (LCS 3) has been conducting Combat Systems Ship Qualifying Tests (CSSQT). The tests involved a 30mm gun shoot, RAM fire exercises, radar tracking events, radar jamming events, and small boat launch, handling, and recovery training. FORT WORTH came out on top in all areas, and all test team members were impressed with the progression that the LCS 1 variant has made. Final Contract Trials will be right around the corner, and rehearsals are commencing as we speak. Once FCT is complete, FORT WORTH will prepare for its first crew turnover in early March. Crew 103 (Blue) will have been on hull for over eight months when the relief crew, 104, takes over.



### Did you know?

**SKYLARKING** - Originally, skylarking described the antics of young Navymen who climbed and slid down the backstays for fun. Since the ancient word "**lac**" means "**to play**" and the games started high in the masts, the term "**skylacing**." Later, corruption of the word changed it to "**skylarking**."

## Seamanship Training Team

By: QMC(SW) Ortiz  
N7, Seamanship Training Team  
james.ortiz@navy.mil

Crews 101 and 201 completed another successful Rapid Refresh Navigation and Combat systems certification at the LCS Training Facility (LTF). Crew 101 was able to successfully train and certify out of Singapore, completing all CR's and ISIC Navigation check ride. The integration of mission package with the crews is set to become a reality in early 2013. Engineering is also working its way into RRF scenarios.

### Some of the lessons learned were:

Rules of the Road knowledge continues to improve. Rules of the Road knowledge is a highly perishable skill and needs to be continually honed.

VMS familiarization is essential for OOD/JOOD's to perform optimally.

Conducting Morning OPS/Intel Briefs for the day's scenarios are imperative and they are required IAW the LCSTRAMAN. This is crucial for the success of each training mission. Engaging all watch standers in the development and execution of the watch team binders and training packages will also ensure a smooth run. Everything needed to complete the missions is included in these packages but still requires the crew to do their homework (i.e. identifying the Order of Battle with the various platforms provided). One OPS/INTEL Brief will be reviewed by LCSRON CSTT Members for CR Completion. Please coordinate with CTTCS Childers if you have specific questions.

Use of PPR's still seemed to be an afterthought during scenarios. Instructors are looking for the utilization of PPR's with all scenarios.

Standing Orders and Battle Orders are needed during all scenarios. LTF Staff will assess the crew with their utilization of both. We have noticed that following Battle Orders (especially in the setting of Weapons Postures) between all sections has been hit and miss. Commodore's Battle Orders will be utilized at all Rapid Refresh events.

Consider bringing in your SCAT team for familiarization with the tactics and PPR's during the training scenarios. We will not be grading your SCAT team during those events as it is for familiarization and training only.

For FREEDOM class ships we recommend bringing in your DORNA operator to conduct communications drills. This will assist your Combat Team with their ability to ID targets. DORNA operators are not evaluated at this time.

### Crew 104:

LCS crew 104 Completed Capstone and is on their way to Navigation Certification in January. They will take the hull sometime in early 2013.

### Crew 203:

LCS crew 203 completed Capstone and a full Rapid Refresh at the LTF and Certified in Navigation prior to heading to Mobile to take possession of USS CORONADO (LCS 4) where they will take the ship around to San Diego in late 2013.

### Crew 204:

LCS Crew 204 is ramping up for their first look at the LTF trainer in January and February for Capstone and then will experience a full blown RRF in mid 2013.



# Combat Systems

By: CTTCS (SW) Childers  
N7, Combat Systems Training Team  
Monica.Childers@navy.mil

Combat Systems is continuing to evolve. Drill Guides, TORIS/TFOM Data Points, ASA Check Sheets, and Level of Knowledge Exams have been completed. CSTT conducted their first Technical Certification in late 2012.

Lessons learned:

- Crews should not self-impose actions. If procedures require certain actions, proceed with those actions until a CSTT member stops you.
- Realistic events are more beneficial when conducting drills. CSTT will try to impose as much realism into the casualties as possible. This will provide better training and certifications.
- Crews need to request an LTT through N7. CSTT needs to coordinate their time and might not be readily available at all times. Requesting an LTT will allow N7/CSTT to coordinate properly. All efforts will be made to work with the crew to give them requested times.
- Drills are to test core crews only. Mission Package equipment will not be made available for drills (I.e. 30MM guns will not be operational for surface engagements, so SCAT will need to man up)

ASA Training Check sheets are available on the NFO Portal page under N7. Crews are required to perform ASA checksheets and maintain records of completed Checksheets.

## -Stick time:

As a reminder, all requests must be in by 1200 the Wednesday prior to the week requested. All stick time requests will go through LCSRON POC QMC Ortiz and LT Lisante. **Every second and fourth Thursday of the month will not be available.** All personnel on the watch bill are **required** to attend and be on time. Crews currently going through RRF have precedents for stick time.

Although stick time is usually for basic training, there are plenty of bridge and MCC/ICC events to train too. For example; pierwork with varying environmental, anchorage, high speed transit with minimal contacts, harbor transit, unrep and MOB, as well as communications between watchstanders, check lists, IMC usage etc. Please remember, crews are responsible in ensuring that security clearances and visit requests are sent to the LTF via JPAS.

MCC/ICC Stick time is limited in their capabilities. The watch standers can get console time but minimal interaction from the trainers will be available (i.e. the crew will be able to work with LINK-16 but will not be able to get contact management due to the trainers unable to input contacts). For any questions about abilities please contact CTTCS Childers.



# DECK DEPARTMENT

BMC (SW/AW) Zorrilla  
Deck Training Team  
Johan.zorrillacordones@navy.mil

From the Coordinator:

As we all know, seamanship is an area that is commonly overlooked by many Sailors. The difference here at LCS is that most Sailors will play a crucial role in seamanship evolutions. The seamanship training team works very hard in making sure that the basic pillars of seamanship are well exercised and thoroughly made clear to all.

Since the last edition of this new letter the seamanship training team (1 BMC and 1 QMC) has continued to successfully manage the training and certification of what now has expanded to be 8 LCS crews across what will soon become four operational platforms. This process includes both rapid refresh training and any on-hull remedial training required to achieved the proper level of skill required for certification.

In a program that demands a great deal of flexibility and high levels of system expertise, we maintain integrity in all of the processes that we steward and develop. Our goal is to continue to help the program grow and develop beyond the concept of operations.

The seamanship training team will continue to deliver the best possible product regardless of the demanding schedule and we do it with pride.

The Road Thus Far...

Since last quarter STT has conducted a complete certification process across the board for FREEDOM Gold Crew. Every certification requirement was exercised and completed successfully. This was no small task and the teamwork between the Squadron representatives and the crew was a key factor in accomplishing this task.

We recently repeated the same rigorous process with LCS 1 Blue Crew. The lessons learned are a big part of getting these two crews ready for a successful certification run and ultimately an on time and as scheduled deployment.

On the administrative side we have been revising and revamping a lot of the already existing instructions, as well as identifying areas in which new instructions are needed. We also have participated as SMEs in support of material inspections on all platforms.

## Search and Rescue

Like other ships in the Fleet, filling SAR swimmer positions is always a challenge. The problem is compounded by the difficulty of home growing swimmers from a senior Sailor crew of 40. Additionally, the SAR billets are locked to specific billet numbers and the SAR NEC of 0170 has not yet become a distributable NEC (or DNEC) for this particular program.

Another factor has been Sailors without the NEC filling billets that specifically require it. This blocks the billet and relieves the detailer of the responsibility of finding a suitable replacement for that position. All of these issues are currently being tackled and options are being explored.

The way ahead brings zero tolerance for the acceptance of Sailors without the proper NECs to occupy LCS billets.

We have made a lot of progress in ensuring that the first school that prospective SAR candidates have is Search and Rescue Swimmer School. SAR candidates have a 30 day window to successfully complete an in-test and a 60 day remedial period in case of an initial failure. If they are unable to successfully qualify then de-screening is a recommended option by the squadron's SAR Officer.



## Austal USA Opens Navy Admin Building

LT Fiona McFarland  
PCU CORONADO (LCS 4) Blue Crew PAO  
Fiona.mcfarland@navy.mil

General Dynamic's prime contractor, Austal USA, has a special relationship with the Navy. Their contract to build Joint High Speed Vessel (JHSV) and Littoral Combat Ship (LCS) brings them great business, and adds 4,000 jobs to the Mobile area, with approximately 10% of their workforce residing in neighboring Florida and Mississippi. In a showing of both good business and innate patriotism, Austal shows great respect and appreciation for the US Navy. Their shipyard welcomes LCS sailors every time we visit, and there is a palpable sense of pride across the entire spectrum from their interim president, Brian Leathers, all the way down to those people actually on the deckplates building the ships.



During an October trip to Austal USA, several of CORONADO Blue and Gold sailors witnessed Austal's pride and support firsthand. Engineers were pleased to get a special opportunity to look inside the Gas Turbine modules. The technicians were eager to point out some of the differences between conventional Gas Turbine Modules and CORONADO's, like the installed firefighting nozzles and the hydraulic starting unit. The Vice President of Sales, Marketing, and External Sales Mr. Craig Hooper, gave a few crewmembers a personal tour of their new Office Complex and arranged a special opportunity for GSM1 Vergilio, PCU JACKSON (LCS 6)'s first reporting Sailor, to attend LCS keel laying ceremony as a special guest.

But perhaps the largest show of support is Austal's new Navy Administration Building, which was officially opened in a ribbon cutting ceremony on October 19<sup>th</sup>. Over 30 distinguished guests were welcomed by Austal USA's Senior Vice President of Operations, Mr. Craig Perciavalle. Other event participants included: Austal USA Interim President and CFO Mr. Brian Leathers, CAPT Stephen W. Mitchell-- Supervisor of Shipbuilding, Gulf Coast, Ms. Bess Rich-- Mobile City Council Representative, District 6, and Ms. Connie Hudson-- President, Mobile County Commission.



As we learned from CAPT Mitchell, PEO representatives and PRECOM Navy personnel in shipyards don't traditionally receive the best treatment; crews and Engineering Duty Officers regularly find themselves working out of leaky trailers, using porta-potties, and suffering from lack of air conditioning or heaters. Thanks to Austal, this will no longer be the case for Navy personnel involved with INDEPENDENCE variant LCS and JHSV. Located just across the drive from Austal's new Office Complex, the 30,000 square-foot Navy Administration Building will be home to LCS and Joint High Speed Vessel (JHSV) Pre-commissioning crews, Supship and Navy contractor personnel, and additional Government Program personnel. The two-story building boasts 43 individual private offices, 3 large classrooms, 6 conference rooms, 4 breakroom/kitchen areas and parking for 155, including 6 electric car charging stations! There is even space allotted for a "Ship's Store." Brian Leathers described the building as a "state-of-the-art, energy-efficient building to allow onsite Navy personnel to come together under one roof to better supervise the completion of Austal's two major Navy shipbuilding programs."

CORONADO sailors are thankful for the new office building, and anxiously await their upcoming move to the shipyard.

## DETROIT, the latest LCS Ship

Contributor: MACS Travis Winfield  
LCS 7 Command Senior Chief  
Travis.winfield@navy.mil

On November 8<sup>th</sup> construction began on the seventh Littoral Combat Ship, the DETROIT, as the U.S. Navy celebrated the traditional keel-laying ceremony at the Marinette Marine shipyard in Wisconsin. The ship's sponsor, Barbara Levin, wife of Senator Carl Levin, had her signature welded into the keel. By her side was Rear Admiral James Murdoch, the Navy's Program Executive Officer – Littoral Combat Ships.

Senator Levin commented that "It's an honor to participate in this event for the future USS DETROIT. The keel laying ceremony marks a great milestone for the program and the naval fleet. These ships are vital to our national defense strategy and their production contributes significantly to the Wisconsin and Michigan economies".

The DETROIT will be the fourth LCS built by Lockheed Martin and the seventh LCS to join the fleet.



Ship sponsor Barbara Levin, Sen. Carl Levin of Michigan, and MACS(SW) Travis Winfield, Command Senior Chief, LCS 7 pose in front of the ceremonial keel.

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## A NOTE FROM YOUR DAPA

By: MNC Elizondo  
Command DAPA  
roel.elizondo@navy.mil

LIFE- Alcohol has a huge impact on a human life. We do not realize how much alcohol impacts a life until something dramatic happens to you or to someone that you know. On one case, we can end up drinking and driving which could lead to a fatal accident losing your life or that of someone else. Alcohol can take a life in an instant. Have a responsible drinking plan; if you drink, don't drive.

Before you open your first beer, you need to stop and think about how you will be getting home. Waiting until you had a few drinks to see how the night is going to turn out is not a good plan.

All personnel are responsible for their personal decisions relating to alcohol and are fully accountable for any substandard performance or illegal acts resulting from such use. Members arrested for alcohol-related offence by civil authority (i.e., DUI/DWI, public intoxication, disorderly conduct), shall promptly notify their commanding officer. Failure to do so constitutes an offence punishable by UCMJ article 92.



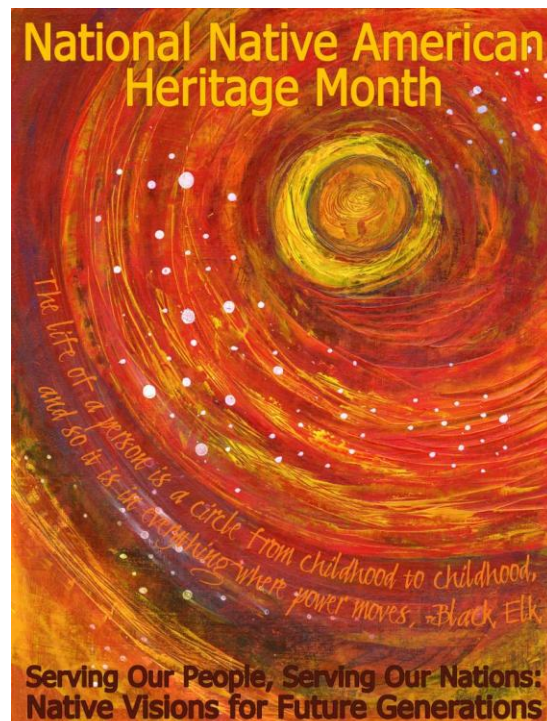
## LCS Squadron One Multicultural Heritage Committee

By: EMC (SW/AW) Robinson  
Heritage Committee Chairman  
Michael.robinson16@navy.mil

Diversity includes all of the different characteristics and attributes of individual Sailors and civilians that enhance the mission readiness of the Navy. Representatives from each department at Littoral Combat Ship Squadron One serve on the command's multicultural heritage committee. The objective of this group is to create an environment at LCS where Sailors, civilians and their families can understand, appreciate and respect each other's cultural differences.

The committee promotes a broader awareness of the talent, diversity and experience amongst Sailors and guest speakers throughout the year by hosting nine mandated observances:

January - Dr. Martin Luther King, Jr. Birthday  
February - Black History Month  
March - National Women's History Month  
April - Days of Remembrance (Victims of the Holocaust)  
May - Asian / Pacific Heritage Month  
August 26 - Women's Equality Day  
September - Hispanic Heritage Month  
October - National Disability Employment Heritage Month  
November - National Native American Indian Heritage Month



*Mr. Stan Rodriquez from the Sycuan Tribe of the Kumeyaay Nation speaks with LCS Sailors.*



For additional information on Diversity Observances, visit the Defense Equal Opportunity Management Institute website <http://www.DEOMI.org>. If you would like to join the LCS Squadron One Multicultural Heritage Committee or volunteer for an upcoming event, contact EMC(SW/AW) Michael Robinson at [Michael.Robinson16@navy.mil](mailto:Michael.Robinson16@navy.mil) or (619) 556-4538. Remember, diversity is an all hands effort. Together, we can make our Navy and community better.

# Congratulations to our new First Class Petty Officers!

GM1 Daniel Bieber  
ET1 Jonathon Brown  
BM1 Sarah Dax  
BM1 Samuel Dewitt  
GM1 Mark Dobrinin  
BM1 Joyce Flynn  
OS1 Jorge Gallegos  
ET1 Hector Galvan  
FC1 Joshua Hester  
EM1 Corey Jackson  
GM1 Dallas Jackson

ET1 Ji Minghao  
FC1 Neil Keaton  
ET1 Michael Krebs  
FC1 Rommel Miranda  
BM1 Daniel Oberg  
EN1 Tramaine Offor  
GM1 Sean Patten  
BM1 Tony Rodriguez  
DC3 Sandoval  
BM1 Christopher Taylor  
EN1 Randy Walley

## Expectations of the First Class Petty Officer

**First Line Leadership** – First Class Petty Officers are fully engaged Deckplate Leaders who drive mission accomplishment daily. They lead adherence to the Navy Standard through personal example and commitment to teaching their Sailors. They must challenge, mentor and measure their division's and command's success through team performance and deckplate results.

**Rating Expertise** – First Class Petty Officers are developing experts who learn from their Chief and train their Division. They demand consistent procedural compliance and accuracy from themselves and those they lead.

**Professionalism** – First Class Petty Officers are the Navy's first line professionals who execute the right things at the right time for the right reasons.

**Communication** – First Class Petty Officers clearly communicate standards to the Sailors they lead, while consistently keeping the chain of command informed. The deckplate triad of Division Officer, CPO and First Class Petty Officer is only effective with their input and deckplate perspective.

**Loyalty** – First Class Petty Officers are visibly loyal to the command, Sailors, peers and themselves. They utilize opportunities to provide feedback and actively support guidance. They create circumstances which give their Sailors the opportunity to succeed.

**Heritage** – First Class Petty Officers are proud of our shared history. They take opportunities to weave it into daily events, so our Sailors understand that a commitment to excellence is a time-honored tradition that connects our past while forging the foundation of our future.